





~~The~~ The publication of this issue commenced

Signed by all the Nations within 2  
 64 - W. Bingham & Co.



The coal mines at Kobo are working steadily, and steamers are loading daily. Admiral de Beaumont has decided that all the ships of the French naval squadron on the China Station shall use the Kobo wharves.

The profit obtained during the half-year by the H.K. Canton and Macao Steamboat Co. from a realisation of investments was approximately shown in our last night's issue as nearly \$79,000. It should have been nearly \$19,000.

At the Magistrate to-day, H. E. Laver, chief magistrate of the steamship *Wah*, appeared before Commander Hastings in answer to a summons for assaulting a Chinese boat-swain on board the *Wah* on the 29th July. The Magistrate explained that at four o'clock in the afternoon the wind was blowing hard, and he ordered the complainant to stand by the anchors, as they were on the point of departing to a place of safety. The boat-swain replied that it was none of his business. He was annoyed at the boat-swain's refusal that "let him have it in the eye." Under the circumstances, the Magistrate bound over Mr Laver on his own recognisance of five cents to keep the peace for one day.

We have had a visit from Messrs L. Leroy and H. Papillat, the two French journalists who started from Paris without a sou in their pockets to make a journey round the world. Unlike other round-the-world trippers, they do not profess to accomplish their journey without begging or borrowing. Wherever they go they live by their pen, publishing an excellently written journal of their travels entitled *En Route*, which has already reached its ninth number with a circulation of over ten thousand copies. They are a couple of pleasant fellows, and a conversation with them about their travels is exceedingly entertaining. They left Paris on the 18th January, 1895, visiting all the principal towns in southern and eastern Europe. In Rome they spent a month, in Sicily, a month; in Greece, a month and a half, and in Turkey, two months. One month was devoted to travelling in Palestine, Jerusalem being visited, and three months were spent in Egypt. A like period was spent in India, the eighth number of *En Route* being printed partly in English, partly in French, and partly in Gujarati in Bombay. In French Indo-China they have resided for no less than five months, being received most cordially by their countrymen wherever they went. It is their boast that they have lived as journalists, writing special articles to newspapers in the towns they have visited. The issue of *En Route* in Hindi is a most artistic production, profusely illustrated with artistic sketches chiefly from the pen of M. Leroy. The next number will appear in Japan where they will have the advantage of reproducing illustrations in photographic character of the countries they have passed through. The travellers arrived in Hongkong to-day, and proceeded to Canton tomorrow afternoon, returning to Hongkong on Tuesday. They are living at present in the Hongkong Hotel.

The Legislative Council will meet on Wednesday next at 3 o'clock.

1. Financial Minute, No. 7.
2. Report of the Finance Committee. (No. 3).
3. Report of the Public Works Committee. (No. 3).

**ORDERS OF THE DAY.**  
1. Committee on the Bill entitled "An Ordinance to authorise the Appropriation of a Supplementary Sum of One Million Two hundred and Seventy-five Dollars and Seven Cents to defray the Charges of the Year 1896."  
2. Second reading of the Bill entitled "An Ordinance to make better provision for the Sale of Food and Drugs in a pie state."  
There will be a meeting of the Finance Committee immediately after the Council.

**CHIEF COPYRIGHT MUSIC, 4 for \$1. W. Robinson & Co.**

A CHINESE gun-boat, sunk at Wei-hai-wei, has now been raised by a diver named Tamu. After undergoing some temporary repairs she will be taken over to Japan.

On Monday night a heavily-dressed Chinaman was seen coming down the gangway of the P. & O. *Kiao*. His story for a passing acquaintance to take him ashore brought one of the four *Osama* men on board the steamer close to him, and his quick descent to the bottom of the gangway aroused the full force of the suspicions of the night-watchman of the steamer, who rushed down to arrest him, but he had just time to get into the water. However, something evidently told him that he would be followed, and he thereupon drew out of his waist a thick cloth bag and emptied its contents into the water. The boatman, an old Chinese, did not like this and preferred to listen to the Captain's man, who called upon him to come back to the gangway. The Chinaman was arrested, and with the empty bag was taken before the Chief Inspector of the Port, who did not know that he was a member of the "secret society" of the *Osama*. A search was made for the removal of 6000 lbs. of opium of the value of \$400,000, dated at Hongkong, as well as \$200,000 in banknotes. When he was taken to the land of the *Osama*, the *Osama* man was searched, and in an old coat were found 1700 Mexican dollars. Yesterday Mr. W. A. G. Gilkison prosecuted the man for attempting to smuggle opium. He admitted having stolen the contents of his bag into the river, but he said that it only contained two bundles of opium worth about \$200. Mr. G. Gilkison, who heard the case, reviewed him and ordered him to pay \$100 of the fine. He said he would prefer to go to jail for a month, but he was not given the opportunity and the fine was remitted out of his pocket. He was released on his own recognisance of \$100.

**'FRAGRANT WATERS' MURMUR.**  
That many of us wished for a sharp thunderstorm, of a good blow, when we were being roasted lately in the abnormally hot weather.

That, like the Scotch parson who prayed for rain and was surprised by the arrival of a terrific thunderstorm, our wishes have been more than met—they have been blown to atoms.

That the talk about the typhoon of the 29th July is as general as the damage caused by the storm, which is generally admitted to have been one of the severest since the memorable typhoon of 1874.

That fortunately fewer lives were lost than in the old days, partly because there is more time for securing shelter on the water and partly because the houses on shore are better prepared to meet the wind pressure.

That, like a great fire, this storm will doubtless soon be forgotten in the direction of the new Typhoon Insurance scheme.

That it is somewhat trying to one's nerves to find some of the features of an earthquake mingled with the somewhat eerie effects of a big blow.

That I have of several instances of this, where the wind has blown in a bit of a ludicrous element in them.

That when the floor of a room rises and threatens to upset your gravity, essaying literally to hit you in the eye, you fancy you are in Japan, when so really the wind has only got under the floor.

That these cases occurred principally in the Peak districts, and the moral is, Secure your basement doors and windows.

That a good, healthy typhoon is quite sufficient recreation for one afternoon, without the addition of a seismic disturbance.

That walls, doors, and windows, and even masts and sails, can easily be replaced, but it is hazardous to lovers of trees and flowers to let the havoc made with the trees and plants and flowers during a storm such as that which has now passed.

That a little boy said the other day—he was sitting in a storm and many, I fear, got not to heaven, but to earth.

I hear the veteran *Victor Emmanuel* had a very narrow escape of foundering, and everyone of my readers will heartily congratulate the gallant Commodore, the officers and men of the old *Vic*, that did not smash herself on the rocks.

**REVIEW.**  
THE ART JOURNAL. London: Messrs J. S. Virtue and Co., Limited, 294, City Road, E. C.

In *The Art Journal* for July, F. G. Stephens discourses pleasantly and with easy instruction on "Modern French Sculptures in the Luxembourg." Mr. Stephens preaches his fellow-countrymen for a lack of appreciation of the beautiful in sculpture, and the reproach is probably well merited. As he says, the average Englishman visiting the Luxembourg passes between rows of the choicest statues—masterpieces selected from a long series of *Salons* without looking to the right or left, as he passes forward to the picture galleries. But for this there may be some degree of excuse. The modern fashion of aggregating the specimens of statuary, something after the manner of foot-note to picture exhibitions, has always seemed to us the best way to spoil one's appreciation of sculpture. The taste for statuary is not so general as the love of pictures, and requires to be cultivated; and if the management of temporary or permanent picture exhibitions were to bestow more care in the disposal of statuary throughout the galleries they would certainly help to cultivate that taste for sculpture the absence of which Mr. Stephens deplores. The arrangement of the Luxembourg itself is not above this reproach, and the *Salon* statuary, even with the natural advantage of ample floor area, is scarcely exhibited, as a general rule, to obtain the finest effects. With this apology or defence, we can settle down to a warm appreciation of Mr. Stephens's essay. Our enjoyment of it is enhanced by the excellent illustrations it contains. For a considerable time, we have seen nothing finer than "The Mother of the Gracchi" and "The Siren." *The Art Journal* does much to educate the masses in art culture, and we can imagine nothing better calculated to develop the artistic side of human nature. The "July number" is unusually rich in critical work. A young French critic writes with much insight and power on "Contemporary French Art." He attempts to prognosticate the direction French art is taking, and is by no means happy over its present tendency. He asserts that "a spirit of anarchy prevails in the movement of art in France, an impulse to destroy, a particular kind of madness which wishes to abolish everything [ideals are meant]. Nothing of the past must be allowed to exist. But it is the importance of our time which shows itself in this way. Not having the power to create, the man of to-day takes vengeance on the work of the past." He feels that "rising generations, brought up to scorn the ideal and to worship science, will abolish Art; and we are not inclined to agree with the youthful critic. There is a period in one's existence when pessimism is predominant. That is the stage in M. Gabriel Mourey's artistic existence. We do not say so in his disparagement. All men of intense feeling exaggerate contemporary failings, and are inclined to see in temporary lapses, which have occurred periodically since the world took form, fatal degeneracy in relation to which M. Mourey's artistic soul may be learned from remarks outside the domain of Art. "Religions disappear, why not Art itself? There is a half-truth in this. M. Mourey, as he grows older and attains higher critical circumspection will learn that the artistic ideal is ever changing, that the true religious ideal is never changing. In his own France at this moment, there is far too much irreligion; far too much of material culture, without a counterbalancing cultivation of the religious instincts; far too great a tendency to divorce Religion from Art. The artist should not be allowed to forget how much his beloved art owes to religion. Religion supplied Art's early ideals, and we have too firm a belief in the innate religious instincts of mankind and its reverence for the past to agree with M. Gabriel Mourey, even of France, that the next, or the next, or the next revolution will burn the cathedrals, the museums, the libraries, and all that represents the past and mystery." We have written more than we intended. All we need add is that the *Journal* will be found stimulative to the artistic perception as well as to the critical faculties.

**THE COMMAND IN INDO-CHINA.**  
Paris, July 23.

General Bichot is nominated Commander of the French troops in Indo-China. [General Bichot formerly commanded the troops in Indo-China. He will hold supreme command over General Dods, who recently arrived in Indo-China.]

**THE CZAR TO VISIT PARIS.**  
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*Le Temps* states that the Czar of Russia will visit Paris in the month of September.

**THE JAPANESE IN FORMOSA.**

We learn from Japanese papers that Mr. J. W. Davidson, who was our correspondent during the Japanese conquest of North Formosa, is returning to the Island to devote a couple of years in collecting material for a work on Formosa. The *Japan Advertiser* publishes a brief interview with Mr. Davidson, in the course of which that gentleman expresses the opinion (which is contrary to that expressed by persons who have long resided on the Island) that the rising now being quelled does not even remotely owe its origin to the oppression and misconduct of Japanese officials. When Lin fled to the mainland those of his soldiers who did not escape withdrew towards the interior and maintained themselves in a state more or less of brigandage. As the Japanese area of administration, the usual rule of the island came into touch with these lawless communities, and as the latter firmly believe that the full strength of the power which essays to impose laws upon him is represented by the corporal's guard of the police, he has not been successful in his first onslaught, and then there is a rising. It has been so in other places, at Gila on the north-east coast and at Shokwa, and it is so undoubtedly in the present instance. Some Taiwan men are to be confounded with Thais.

But Mr. Davidson admits that in a general way there certainly is cause for the complaint that the inferior Japanese official in many cases most grossly exceeds his authority, and that the higher officials, who are successful in his first onslaught, and then there is a rising. It has been so in other places, at Gila on the north-east coast and at Shokwa, and it is so undoubtedly in the present instance. Some Taiwan men are to be confounded with Thais.

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**TELEGRAM.**  
(L'Avant de Tonkin.)

**MADAGASCAR AND FRANCE.**  
Paris, July 18.

The late Prime Minister of Madagascar, exiled to Algeria by the French, is dead.

**LOSS OF AN ENGLISH STEAMER.**  
Paris, July 21.

The English steamer *Sierra Maritima*, from Mauritius to Rangoon, has become a total wreck on one of the Maldivian Islands. The hands are reported to be drowned.

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**A POLICE MAGISTRATE AND THE CHIEF.**

A CURIOUS INCIDENT IN HONGKONG. At the Colombo Criminal Sessions, on the 16th July, a police magistrate, wishing to be affirmed and not sworn in as witness. The witness having been affirmed, the Chief Justice, Sir W. J. J. J., asked him if he was a Christian.

Mr. Horsburgh: Not in the ordinary acceptance of the word.

The C. J.: Then in the extraordinary acceptance?

Mr. Horsburgh: No, I have a conscientious objection to be sworn, and I prefer to affirm. That is my reason.

Mr. Crown Counsel Cooke proceeded to examine the witness, when, after two questions, His Lordship, referring to the subject again, asked Mr. Horsburgh what he meant by "conscientious objection?"

Mr. Horsburgh: By conscientious, I don't particularly refer to conscience.

The C. J.: I don't know what you mean. Mr. Horsburgh: My Lord, I have affirmed before this Court before this.

The C. J.: It does not matter to me if you did. Now that the question has been raised, I must settle it. You are only allowed to affirm if you have a conscientious objection.

Mr. Horsburgh: My Lord, when a witness enters the box and offers to affirm, he is not generally questioned.

The C. J.: You are not to question my proceeding. You have to answer my questions.

Mr. Horsburgh: Yes. I have what I call a conscientious objection.

The C. J.: How is your conscience affected or injured?

Mr. Horsburgh: If I took an oath it will be binding on me; but the form in which the oath is administered is not a proper binding form to me.

The C. J.: Why, it is good enough for me; good for most people. Some people, Mr. Horsburgh, say that they have a conscientious objection to taking an oath, but that they will take an oath if it is administered in a proper binding form to them.

Mr. Horsburgh: I think my objections are based on more reasonable grounds.

The C. J.: I should wish to hear them. Are you a Christian?

Mr. Horsburgh: I am not a Christian in the ordinary sense of the word as used in the Oaths Ordinance.

**HONGKONG SHARE MARKET.**

Mr. Brick George's weekly share list contains the following:—

Business has been a little livelier and rates have ruled steadily with few exceptions, and in two instances, viz. Banks and Dock shares, showing a decided improvement.

The Hongkong and Shanghai Bank has advanced its way of increasing facilities for advances on shares, and this will doubtless be felt in the market before long.

Bank Shares.—Hongkong and Shanghai Bank at 102 per cent. premium, sales, with only a small business done at 100 per cent. premium, at the close the market is very strong with buyers all round at 101 per cent. premium; the London rate is 244 1/2. Bank of China and National have not undergone any change.

Marine Insurance Shares have ruled quiet, and the only transactions I have heard of are a few China Traders at \$78 and \$79, some Yungtzes at \$145 and \$146, closing weak, and some Straits at \$27, at which figure the stock closed strong.

Other stocks under this heading unchanged. *Free Income Shares*.—Hongkong and Shanghai Bank at \$324, dropped to \$320, at which rate a fair business has been done, mostly from the north and coast ports; close 1 hear of sales at \$320, but at the closing very strong with further buyers at that rate. Chinas have been on offer at \$84 and \$86, both locally and from the north, without leading to business.

*Shipping Shares*.—Hongkong, Canton, and Macao Steamboats ruled very strong, and there are buyers now at \$323, ex dividend of 8 per cent. on the reduced capital, paid to-day. Indo-China have been offered at \$63 1/2, closing quiet. Donaghes sold in small quantities at \$69 1/2, but are offering. China and Manilla, as well as China Mutuals, unchanged.

*Refineries*.—China Sugars have been offering at gradually lower rates, but at \$106 a small parcel found buyers; at which rate further shares might be placed. Luzons are obtainable at \$97.

*Mining Shares*.—Fanjongs changed hands at \$14, \$14 1/2 and \$14 1/4 for ordinaries and at \$3.70 for preference shares. The market closes strong, and in face of the good prospects held out by Mr. Blaney in his report for the month of June in which he reports the finding of a chute of highly mineralized ore, assaying 5 ounces of gold to the ton, the shares ought to improve, but the Hongkong public is very sceptical and prefers to wait for actual results. Charbonnages, Balmoral, Raub, and Olivers unchanged. Jubels sold at \$2.00.

*Docks, Wharves, and Godowns*.—Hongkong and Whampoa Docks have been in good demand and sales have been effected at 187, 190, 191, and 192 per cent. premium, for actual results. Hongkong and Whampoa Docks are steady at \$16, while Amoy Docks are in demand at \$12.

*Lands, Hotels, and Buildings*.—Hongkong Land would keep up last rate, and dropped to \$73 1/2 as dividend, paid on 27th ultimo, at which rate a fair business has been done, and more shares are wanted. Hotels sold at \$28 1/2, and are wanted now at \$29. Other stocks under this heading neglected.

*Wharves*.—Watsons are wanted at \$12. H. G. Brown are weak with sellers at \$9; Electric sold at \$8.60. Loes are quoted \$100 ex dividend. Dakins are in demand at \$1. Other stocks under this heading unchanged.

The *Asahi* states that the inconvenience met by Marquis Ito during his recent trip to Formosa has led the Government to propose to the Osaka Steamship Company the establishment of the following line: A line of steamers (3 of 2,500 tons) to run between Kobe, Moji, Nagasaki, and Kōlung; two steamers of 1,200 tons to run between Osaka, Kagoshima, Okinawa, Yagasaki, and Kōlung three times monthly; a steamer of 1,200 tons to run six times a month between Kōlung, the Pescadores, Tamsui, Takao, and Amoy; and another of 1,200 tons to run between Tamsui, Amoy, and Hongkong three times monthly. The sub-manager of the company will shortly visit Tokyo, and if the proposed new lines are started the Government will give a suitable subsidy.—*Nagasaki Express*.

In a despatch from Chungking of the 1st July to the *Osaka Asahi*, an account is given of a horrible atrocity perpetrated by the Formosa rebels. On the night of the 29th June, it is said, a band of rebels attacked a military hospital at Umei, captured a patient, poured petroleum on him, set it alight and burnt him to death. The despatch adds that the force about Umei was over 1,000. Of their rifles sixty to seventy per cent. were in good condition. The Osaka contemporary also publishes the following extract from a private letter of a certain army officer in Formosa in reference to the smuggling of arms from China.—The rebels were found to be importing arms from Amoy in concert with the remnants of the force of Lin Yung-fu, the leader of the Black Flag, and the Chinese merchants at Amoy. The firearms were packed in small cases, enclosed in a larger case, the outer case being strongly camouflaged to prevent damage by water. They were towed by Chinese junk, floating under the surface of the sea. The Japanese army discovered the secret and seized all the arms. It was subsequently learnt that the remnants of the Chinese "boycott" who escaped to Amoy planned the invasion of Taiwan simultaneously with the rising of the rebels in the vicinity of Umei, and attempted to smuggle firearms for that purpose.—*Kobe Chronicle*.

Mr. R. Konishi, who was sent to England to arrange for the purchase or construction of several new steamers, has written a letter of which part, published in an Osaka native paper, has been translated by the *Hyogo Yomiuri*. He says that on his arrival he found all the principal shipbuilding yards fully employed, and soon noted a marked increase on the price quoted for work and material last year. This state of things is due to several causes—the distribution of orders by the English Government for 41 warships, the constant demand for larger and better steamships, involving production of numerous old vessels for foreign Governments for cruisers of over 20 knots and torpedo destroyers of over 30 knots, the English builders being untried in warship construction. Mr. Konishi expresses his disappointment at this state of things, and states plainly that first-class steamers cannot now be obtained at the prices the Japanese had estimated for. In conclusion he asks that the Osaka Harbour Board may be advised of his statements concerning the shipbuilding industry in England, and that the steamers to be regularly employed on the Far East. It is requisite, he says, that any harbor reforms adopted should be carried out with these facts well in mind.

**ALICE MEMORIAL AND NETHERSOL.**

Statistics for July, 1896.

In-Patients remaining in Hospital on 1st July 1896: 21. In-Patients admitted to Hospital during July 1896: 27. Total number treated as in-Patients: 48. Of these there were: 49. Discharged cured: 36. Discharged Believed cured: 3. Discharged on other grounds: 1. Died in Hospital: 2. 34.

In-Patients remaining in Hospital on 1st Aug. 1896: 27. In-Patients admitted to Hospital during August 1896: 24. Total number of Out-Patients: 1200. JOHN C. THOMSON, M.D., M.A., Superintendent.

Over 1,500 Japanese labourers are now engaged on the construction of the Hainan Railway, says the *Osaka Asahi*. Many of the labourers engaged now this year were wearing cast-away soldiers uniforms and caps. This led the Russian, Chinese, and Korean labourers engaged on the work to conclude that the Japanese labourers were army reserve men, and their circulated various rumours evolved from that basis. Their relations with the Japanese labourers gradually grew more and more unsatisfactory, and the Japanese commercial agent at Vladivostok had to remonstrate with his nationals, urging them to be less hasty and not so ready to take offence, but to preserve discipline and refrain from aspersing to violent action, should the Russians or Koreans act unbecomingly towards them. Probably also the Japanese in Siberia were at first not unfavourably prejudiced, too apt to fancy themselves proprietors of the earth, until the Russians (in Siberia as in Japan) taught them a somewhat bitter lesson. At any rate, national feeling is much cooler now, and it is well that it should remain so.—*Kobe Chronicle*.

**Exchange.**

Hongkong, August 1, 1896.

On London: 2/2 1/2. On Paris: 2/2 1/2. On New York: 2/2 1/2. On Hongkong: 2/2 1/2. On Shanghai: 2/2 1/2. On Canton: 2/2 1/2. On Amoy: 2/2 1/2. On Swatow: 2/2 1/2. On Ningbo: 2/2 1/2. On Hangchow: 2/2 1/2. On Shanghai: 2/2 1/2. On Canton: 2/2 1/2. On Amoy: 2/2 1/2. On Swatow: 2/2 1/2. On Ningbo: 2/2 1/2. On Hangchow: 2/2 1/2.

**HONGKONG REGISTER.**

Barometer: 29.82. Thermometer: 29.85. Humidity: 67. Wind: ESE. Rain: 0.44.

**TEMPERATURE.**

Hongkong, August 1, 1896.

Barometer: 29.82. Thermometer: 29.85. Humidity: 67. Wind: ESE. Rain: 0.44.

**VISITORS AT HOTELS.**

ROCKFORD HOTEL.

Mr. A. D. Ambler. Mr. Morton Jones. Mr. L. Barinodaga. Mr. J. Kinghorn. Mr. B. J. Barlow. Mr. J. Korze. Mr. J. W. Barlow. Mr. J. Korze. Mr. J. W. Barlow. Mr. J. Korze.

FRANK HOTEL.

Mr.



## Intimations.

SERRAVALLO'S  
FERRUGINOUS QUININE,  
THE GREAT AUSTRIAN  
Tonic

PERUVIAN BARK  
AND IRON,  
Over 300 Medical Certificates  
Notifying its great strength-giving  
properties and at the same time being of an  
EXQUISITE TASTE.

Sole Agents for Hongkong:—  
A. S. WATSON & Co., Hongkong.  
Hongkong, May 21, 1896. 1046

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silver Smiths,  
Nautical & Scientific and  
Meteorological  
INSTRUMENTS.  
VOYAGERS' CELESTIAL  
BINOCULARS AND TELESCOPES.  
RITCHIE'S LIQUID and OTHER COMPASSES.  
ADMIRALTY & TRIMARK CHARTS.  
NATURAL BOOKS.  
English Silver & Electro-Plated Ware.  
Christie & Co.'s Electro-Plated Ware.  
GOLD & SILVER JEWELLERY  
in great variety.  
DIAMOND AND  
DIAMOND JEWELLERY.  
A Splendid Collection of the Latest London  
Patterns, at very moderate prices. 724

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed  
HOTEL, situated at a height of 1,250  
feet above sea-level, has just been thoroughly  
re-furnished, renovated and re-furnished,  
and a NEW WING has been built, which  
commands magnificent Views of the Har-  
bour and mainland of China.

SPECIAL SUMMER RATES.  
(From 1st April to 31st October).  
One person, per day ... \$ 4.00  
One person, per month ... \$ 75.00  
Married couple (occupying one  
room) per day ... \$ 6.00  
Married couple (occupying one  
room) per month ... \$ 100.00  
Married couple (occupying two  
rooms) per month ... \$ 170.00  
Extra Bedroom, per month \$10 to \$60.  
For further Particulars, apply to  
THE MANAGER.  
New Victoria Hotel.  
Hongkong, April 4, 1896. 725

## NEW VICTORIA HOTEL.

WE have the honour to inform our  
PATRONS, FRIENDS and the Public  
generally, that we have made arrangements  
to OPEN a

## ROTISSERIE.

In connection with the above Hotel, on  
September 1st next.

PRICES:  
Breakfast ..... 50 Cents; per month, \$10.00  
Dinner ..... 75 " " " 20.00  
Dinner ..... 81.00 " " 20.00  
Breakfast and Dinner ..... 35.00  
Dinner and Dinner ..... 32.50  
Breakfast, Dinner and Dinner ..... 40.00

CHOPS, STEAKS, etc., etc., will be  
served at any time between 7.30 a.m. and  
11.30 p.m. at

## MODERATE RATES.

PRICE LIST of everything issued  
daily.

Madar & Farmer,  
Proprietors.  
Hongkong, July 27, 1896. 1514

## THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed  
a high-class reputation for Liberality  
in Menu, Quality of Food and Perfection of  
Cuisine.

THIS REPUTATION WILL BE  
MAINTAINED.

Fresh Daily Produce, FRUIT and other  
supplies are regularly imported from the  
United States, Canada and Australia.  
BEEF from Kobe and TURKISH from the  
Strait.

The WINES, SPIRITS and MALT  
LIQUORS, comprising all brands in general  
demand, are the best selected for the  
Far East.

In addition to the BAR, GRILL and  
DINING ROOMS, the upper floors are ar-  
ranged so as to provide PRIVATE ROOMS  
suitable for DINNERS or SUPPERS, etc.  
PILONIC and BATHING PARTIES sup-  
plied with light refreshments at a moment's  
notice.

ICE CREAM from 1 p.m. to 11 p.m.  
COLD MEAT SUPPERS from  
9 to 11.30 p.m.

## THOMAS'S GRILL ROOM.

FREDERICK BISHOP,  
Manager.

## KOWLOON HOTEL.

NEAR THE GODOWN WHARF.

SURROUNDED by magnificent Gardens,  
and commanding beautiful views of the  
Harbour and Island of Hongkong.

## ROOMS TO LET WITHOUT BOARD.

## KEGELBAHN

## AMERICAN BOWLING ALLEYS.

BAR AND BILLIARDS.  
LUIS M. LOBO, Manager.  
Hongkong, May 9, 1896. 903

## WINDSOR HOTEL.

HONGKONG.

THIS Establishment, situated in the  
elegant Building known as "CON-  
NAUGHT HOUSE," offers First-Class Ac-  
commodation to Residents and Travellers.  
Passenger Elevator from Entrance Hall  
to each Floor, in charge of experienced  
Attendants.

Favourable Arrangements made for  
Families and for Monthly or Extended  
Periods.

P. BOHM,  
Proprietor and Manager.  
Hongkong, November 24, 1894. 1607

## Shipping.

## Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

The Co.'s Steamship  
Taiwan, Captain LEECH, will be  
despatched as above on  
MONDAY, the 3rd August, at 10 a.m.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 31, 1896. 1535

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA (DIRECT).

The Co.'s Steamship  
Yamaguchi, Captain W. WADSWORTH, will be  
despatched as above on  
MONDAY, the 3rd August, at Noon,  
instead of as previously advertised.  
This Steamer has superior Accommoda-  
tion for First-class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, July 31, 1896. 1569

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SAIGON.

The Co.'s Steamship  
Wah, Captain VAUGHAN, will be  
despatched as above on  
TUESDAY, the 4th August, at 10 a.m.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 31, 1896. 1513

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship  
Haimen, Captain BAXTER, will be  
despatched for the above  
Ports on TUESDAY, the 4th August, at  
Noon.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, July 31, 1896. 1533

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR TIENTSIN.

The Co.'s Steamship  
Vancouver, Captain FENLON, will be  
despatched as above on  
TUESDAY, the 4th August.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 30, 1896. 1488

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR YOKOHAMA AND KOBE.

The Co.'s Steamship  
Takao, Captain LEECH, will be  
despatched as above on  
TUESDAY, the 4th August, at 3 p.m.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 31, 1896. 1473

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI.

(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW-  
CHANG, TIENTSIN, HANKOW  
and Ports on the YANGTZE).

The Co.'s Steamship  
Peking, Captain DICKENS, will be  
despatched as above on  
TUESDAY, the 4th August.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 31, 1896. 1536

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; TONGHAY.

The Co.'s Steamship  
Haitan, Captain ROSS, will be  
despatched for the above  
Ports on WEDNESDAY, the 6th August, at  
Noon.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, July 31, 1896. 1534

## CANADIAN PACIFIC RAILWAY COMPANY.

## FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

The Steamship  
Hutchinson, will be despatched on or  
about WEDNESDAY, the 6th August, for  
VICTORIA and VANCOUVER (B.O.).  
Kobe and YOKOHAMA.  
Through Bills of Lading issued to Japan,  
Pacific Coast, Canadian and United States  
Ports.

For Particulars as to Rates, etc., apply to  
D. E. BROWN,  
General Agent.

Hongkong, July 22, 1896. 1472

## RICKMERS REGULAR LINE OF STEAMERS.

## FOR MARSEILLES, HAVRE AND HAMBURG.

(Taking Cargo at through rates to RED  
SEA, MEDITERRANEAN AND  
BLACK SEA PORTS).

The Co.'s Steamship  
Maria Rickmers, Captain E. BRON, will be  
despatched as above on  
THURSDAY, the 6th August.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, July 9, 1896. 1424

## Shipping.

## Steamers.

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
Maurice, Captain TILSON, will be  
despatched as above on  
THURSDAY, the 6th August.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 27, 1896. 1474

## OCEAN STEAMSHIP COMPANY.

## FOR SANDAKAN AND KUDAT.

The Co.'s Steamship  
Maurice, Captain TILSON, will be  
despatched as above on THURSDAY,  
the 6th August, at 4 p.m.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 31, 1896. 1537

## SHELL LINE OF STEAMERS.

## FOR LONDON AND HAMBURG.

The Co.'s Steamship  
Empire, Captain MONROE, will be  
despatched as above on  
MONDAY, the 10th August.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, July 18, 1896. 1442

## "STRATH" LINE OF STEAMERS.

## FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
Strathmore, Captain STRATHMORE, will be  
despatched for the above  
Ports on or about the 19th August.

For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.

Hongkong, July 18, 1896. 1445

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY &amp; MELBOURNE.

The Co.'s Steamship  
Chicago, Captain INNES, will be  
despatched on TUESDAY, the 11th August, at 3 p.m.

The attention of Passengers is directed  
to the Superior Accommodation offered  
by this Steamer. First-class Saloon  
is situated forward of the Engines.  
A Refrigerating Chamber ensures the  
supply of Fresh Provisions during the  
entire voyage. A daily-qualified Surgeon is  
on board, and the Vessel is fitted through-  
out with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 28, 1896. 1525

## Sailing Vessels.

## FOR BALTIMORE.

The S.S. L.I. American Ship  
Isaac Reed, Captain F. D. WALSH, will load  
here for the above Port, and  
will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, June 30, 1896. 1321

## FOR NEW YORK.

The S.S. A.T. American Ship  
Memorial Plaque, Captain SMITH, will load  
here for the above Port and will  
have quick despatch.

For Freight, apply to  
SIEMSEN & Co.,  
Agents.

Hongkong, June 8, 1896. 1170

## FOR NEW YORK.

The S.S. A.T. American Ship  
Chicago, Captain LORAN, shortly ex-  
pected here, will load for the  
above Port, and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, June 30, 1896. 1322

## FOR SAN FRANCISCO.

The 103 A.T. British Ship  
Scotia, Captain ROSS, will load here  
for the above Port, and will  
have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, May 21, 1896. 1062

## FOR NEW YORK.

The 103 A.T. American Ship  
Paul Revere, Captain MOLLER, Master, shortly ex-  
pected here, will load for the  
above Port, and will have quick  
despatch.

For Freight, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, July 24, 1896. 1468

## Insurances.

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Total Funds at 31st December, 1895,  
£19,433,131.

Authorized Capital, £20,000,000.00  
Subscribed Capital, £2,750,000.00  
Paid up Capital, £287,500.00  
First Funds, £2,091,016.25

HAVING been appointed Agents of the  
above Company, we are prepared to  
accept REVENUE and CHURCH RISKS at  
Current Rates.

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, July 23, 1896. 1475

## UNION ASSURANCE SOCIETY.

(Incorporated in the Realm of Queen Anne  
A.D. 1714).

CAPITAL, £1,000,000.00  
CAPITAL PAID UP, £100,000.00  
TOTAL INVESTED FUNDS, £2,700,000.00  
TOTAL ANNUAL INCOME, £280,000.00

THE Undertakers, having been appointed  
Agents of the above Society in Hong-  
kong, are prepared to issue POLICIES against  
FIRE on the usual terms.

HARRY WICKING,  
Agent.

Hongkong, July 9, 1896. 1424

## Mails.

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANÇAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, DJIBOUTI,  
EGYPT, MARSEILLES,  
MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE AND BORDEAUX.

## ALSO

## PORTS OF BRAZIL &amp; RIVER PLATE.

ON WEDNESDAY, the 6th August,  
at Noon the Company's Steamship  
ERNEST SIMONS, Commandant L.  
THOZIE, with MAILS, PASSENGERS,  
SPECIE, and CARGO, will leave this  
Port for MARSEILLES via Ports of Call,  
without transshipment.  
Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 6th August. (Parcels are not to be  
sent on board; they must be left at the  
Agency's Office).

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, July 23, 1896. 1470

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTIN-  
ENTAL AND AMERICAN PORTS.

THE Steamship MIZZAPOL, Captain  
J. R. LEBRON, R.N.R., carrying Her  
Majesty's Mails, will be despatched  
from this Port for BOMBAY, etc., on THURSDAY,  
the 13th August, at Noon, taking  
Passengers and Cargo for the above Ports.  
Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, etc., will  
be conveyed via Bombay.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing. The  
contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bill of Lading.

For further Particulars, apply to  
H. A. RITCHEL,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, July 30, 1896. 1531

## NORDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ADEEN,  
SUZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTO PORTS.

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
HALFSTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND CARGO.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

## PROPOSER SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

Sachsen, Tuesday August 18.  
Byern, Tuesday August 19.  
Prinz Heinrich, Tuesday October 13.  
Fremson, Tuesday November 10.  
Sachsen, Tuesday December 8.  
Byern, Tuesday January 6.  
Prinz Heinrich, Tuesday February 2.  
Fremson, Tuesday March 2.

ON TUESDAY, the 19th day of August,  
1896, at 9 a.m., the Company's S.S.  
SACHSEN, Captain H. SUPPER, with  
MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above,  
calling at NAPLES and GENOA.

Shipping Orders will be granted till  
Noon, on SATURDAY, the 16th August.  
Cargo and Specie will be received on  
board until 6 p.m. on Monday, the 17th  
August, and Parcels will be received at  
the Agency's Office until Noon on Monday,  
the 17th August. Contents of Packages  
are required. No Parcel Receipts will be  
signed for less than 50 lbs. and Parcels  
should not exceed Two Feet Cubic in  
measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.  
Kitchens are washed on board.

For further Particulars, apply to  
MELOERS & Co.,  
Agents.

Hongkong, July 23, 1896. 1483

## WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, 21 cents.  
CHINA MAIL OFFICE.

## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama, a.d. Honolulu) Saturday, Aug. 8, at noon.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama, a.d. Honolulu) Tuesday, Aug. 25, at noon.

Egyle (via Nagasaki, Kobe, Inland Sea, Yokohama, a.d. Honolulu) Saturday, Sept. 12, at noon.</







